

NOTICE TO AGENCY EMPLOYEES IN THE ROSSLYN AREA

Parking of Privately Owned Vehicles

1. It has been brought to my attention that a petition has been circulated among Agency personnel in Key Building, Rosslyn, protesting the lessor's planned parking rate increase which will become effective 1 May 1975. The Agency's management can sympathize with the employees of Key Building who are being forced to bear another financial burden on their already inflation-shrunk real income. Also, it is understandable that this financial burden is another "penalty" for those employees in outlying buildings who feel that they are out of the main stream of, imagined or real, benefits enjoyed by other working at the Headquarters Building. However, all the expressed sympathy will not alter the facts governing the U.S. Government policy regarding the question of employee parking.

2. The purpose of this notice is to provide some basic clarifying information concerning the Key Building lease, its relevance to employee parking, and General Service Administration's (GSA) position as to parking privately owned vehicles in leased buildings. GSA, being the official U.S. Government housekeeper, and landlord, negotiates the lease with the Lessor. Generally, GSA does not have the authority to lease parking facilities for Federal employees. However, under certain conditions and circumstances, parking may be leased by GSA in connection with the leasing of space to be assigned to Federal agencies. Some of the conditions under which parking may be leased by GSA and furnished employees are as follows:

a. Where an analysis of alternate offers received from a prospective lessor in response to an Invitation for Bids for a Solicitation for offers shows that the amount of the offer including the specified employee parking is not greater than the offer without parking. This was the case of the lease of the [REDACTED] area and in our initial lease at 1000 North Glebe, the Broyhill Building.

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b. Where local ordinances or zoning laws require a building to provide off-street parking for tenants and visitors to the building, and such ordinances or laws require, in effect, that the cost of parking be included in the rental for the office space.

c. Where it is determined that in order to employ and retain personnel to perform the work of the agency or agencies at a particular location, and thus avoid a significant impairment of the operating efficiency of the agency or agencies, parking spaces for vehicles of employees used to provide transportation to and from the place of work may be furnished by the Government. Factors to be considered in making this determination are as follows:

1. Daily hours of employment, including amount and time of any overtime operations, number of employees on duty during such overtime work, and adequacy of public transportation during regular hours and hours of overtime work.

2. Daily time schedule of available public transportation including frequency of service during peak demand by employees.

3. Necessity for leasing space for an agency or agencies at a location where public transportation is inadequate.

4. The location of the leased facility in relation to the geographical area where the residences of the majority of the employees are situated, and the availability and frequency of public transportation, the estimated time taken to get to and from work, and the cost of such transportation.

5. The amount of both on- and off-street parking available to the employees in reasonable proximity to the leased space, the cost of off-street parking and the impact the additional demand by the employees will have on such parking facilities in terms of added cost and availability.

6. Other factors considered relevant to the particular lease situation, e.g., environmental factors involving safety of employees using public transportation.

d. In those instances where the Government leasing of parking facilities for Federal employees cannot be justified, lease negotiations will be directed toward including a provision in the lease that a specified number of parking spaces will be made available by the lessor for the Federal employees at a stated monthly rate to be determined by the lessor. In Arlington County where the Key, Magazine and Ames buildings are located, the local codes specify the number of parking spaces to be provided in or adjacent to a building, depending on the number of gross or net square feet contained in the building, the lessor, as a minimum, shall make available to the Federal employees who will work in the building a proportionate share of the total parking spaces required by the applicable code or ordinance, depending on the amount of space in the building that is to be leased by the Government.

3. The parking areas in Rosslyn area leased buildings, except for official parking spaces, which are included in the lease, are owned and under the control of the Lessor, the Charles E. Smith Company (CES Co.). The rates for parking in the Key Building are set by CES Co. and are not controlled by GSA or the Agency. The rates set by CES Co. are controlled by the open market conditions. A survey of GSA-leased buildings in the area discloses the following parking rates per month:

Key Building, After 1 May 1975	\$30
Ames Building	\$20 - \$25
Magazine Building	\$22.50 - \$30
Pomponio Plaza	\$30 - \$35
Architect Building	\$25 - \$30
Pomponio Plaza East	\$25 - \$30
Commonwealth Building	\$30 - \$35
Nash Street Building, After 1 May 1975 (Foreign Service)	\$33 - \$36

The smaller rates are charged for small cars and inconvenient spaces.

4. A spokesman for the CES Co. states that "It has been years since the rates for parking in the Key Building have increased. The cost of electricity for lighting the garage, labor for cleaning and maintaining the garage, and the real estate taxes have increased drastically." The projected increase in the rates is not ^{out} of proportion to rates charged in other buildings.

5. The question has been raised on the petition as to the terms of the contract between the CES Co. and the private (corporate) occupants of the building. This, of course, would be private information and not under the purview of the Freedom of Information Act. Historically, however, the Government is able to obtain more favorable lease conditions than private Lessors in the same building.